

BICYCLE AND PEDESTRIAN ADVISORY GROUP

Wednesday, January 18, 2017
Baltimore Metropolitan Council
1:10 to 2:50 P.M.

MINUTES

The meeting was called to order at 1:10 p.m. by the Vice-Chair, Mr. Alex Rawls.

1. WELCOME AND INTRODUCTIONS

Mr. Rawls welcomed attendees and asked everyone to introduce themselves.

2. APPROVAL OF NOVEMBER MINUTES

The minutes of the November meeting were presented with a motion to approve by Ms. Molla Sarros and a second by Mr. Chris Eatough. The minutes were approved unanimously.

3. PRESENTATION ON MARYLAND STRATEGIC HIGHWAY SAFETY PLAN

Mr. Mike Sabol presented details on the development of Maryland's Strategic Highway Safety Plan (SHSP) for the years 2016 – 2020. Mr. Sabol works to promote the SHSP to Metropolitan Planning Organizations and local jurisdictions as well as encourages them to adopt a local strategic highway safety plan. The objective of the state SHSP is to reduce traffic related fatalities and serious injuries in Maryland, with an overarching goal of reducing fatalities by at least 50 percent from the baseline year, 2008, by 2030. Achieving this goal would reduce fatalities to 296 in 2030 from 592 in 2008. In the past ten years, Maryland has experienced significant decreases in highway fatalities and serious injuries. However, 2014 and 2015 saw increases from 2013 numbers. There were approximately 500 fatalities on Maryland roadways in 2014, with pedestrians accounting for around 20% of them.

The SHSP Executive Council is responsible for the development and implementation of Maryland's SHSP. Members represent the four E's of highway safety – engineering, education, enforcement, and emergency medical services. In addition, six Emphasis Area Teams were designated to oversee planning for key safety priorities, including aggressive driving, distracted driving, impaired driving, occupant protection, pedestrians and bicyclists, and infrastructure. Regular meetings of both the Executive Council and Emphasis Area Teams help to monitor progress and maintain momentum in the implementation of the SHSP.

The development of the SHSP is data driven. The Maryland Highway Safety Office, with the SHSP Executive Council, works closely with Maryland stakeholders at the federal, state, and local levels to select performance measures, define targets, and use appropriate data to choose & implement evidence-based countermeasures. A data coordinator aids each Emphasis Area Team in assuring the consistency, availability, and accuracy of data resources for the SHSP.

All strategies selected are broad enough to encompass comprehensive strategies contained in the Highway Safety Plan, Commercial Vehicle Safety Plan, and regional plans such as the Transportation Improvement Program. The plan includes both behavioral and engineering strategies. Behavioral strategies contain recommendations for enforcement, engineering, outreach, technology and legislative countermeasures. Engineering strategies include system measures for infrastructure issues as well as for vulnerable user groups such as pedestrians and bicyclists.

The bicycle and pedestrian emphasis area includes the following six strategies:

1. *Identify and target pedestrian and bicycle safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information.* This strategy includes the development of an interface to provide maps and data on pedestrian and bicyclist crashes to local jurisdictions.
2. *Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives.* This includes evidence-informed campaigns and the creation of a statewide toolbox of educational campaigns and materials used by other jurisdictions.
3. *Create and improve the roadway environments for safe walking and bicycling through implementation of engineering treatments, land use planning, and system-wide countermeasures.* This includes defining complete streets treatments as well as the development and implementation of a model Complete Streets policy that can be implemented in critical areas.
4. *Create and improve pedestrian and bicycle safety culture in Maryland including the promotion and implementation of legislation and training of professionals and stakeholders about best safety practices.* This includes the development of a training program for law enforcement on best practices in pedestrian and bicycle enforcement as well as the creation and passing of legislation for Complete Streets policies for the state.
5. *Develop, apply, and promote technological approaches, including those in vehicles and emergency response equipment, in order to better prevent and reduce the severity of collisions involving pedestrians and bicyclists.* This includes the creation of a work group to research emerging technologies to prevent collisions and the investigation and testing of automated enforcement initiatives.
6. *Identify and promote safe driving and pedestrian behaviors for all motorists and public safety professionals at the scene of emergency events.* This involves the creation of a work group to identify key issues and potential countermeasures for improving the safety of motorists and public safety professionals at the scene of emergency events.

[PowerPoint: Maryland Strategic Highway Safety Plan 2016-2020]

4. REGIONAL ON-ROAD AND OFF-ROAD TRAIL PRIORITIES – PROGRESS UPDATE

Members agreed in 2016 to have regular project progress updates on priority on-road and off-road bicycle facilities for the region. Priority projects for the region were discussed at the March 2016 BPAG meeting as well as at a trails workshop in April led by the Maryland Recreation and Parks Association and the Maryland Department of Natural Resources (DNR). The updates were as follows:

- **Bicycle and Pedestrian Bridge across the Patuxent River connecting Anne Arundel and Prince George's Counties:** Design for this project is funded through a Maryland Bikeways grant. A project kickoff meeting was recently held with the chosen consultant and a public meeting is scheduled for late March. The counties have also begun discussing NEPA requirements.
- **Complete multiple projects that are part of the Patapsco Greenway Trail System, connecting the Grist Mill Trail, Ellicott City, BWI Trail, Gwynn's Falls Trail, and the Baltimore City trail network:** Toole Design Group is continuing work on a concept plan for the Patapsco Regional Greenway. In December, a stakeholder survey gathered input from local jurisdiction staff, DNR, and various community and environmental groups. They are finishing up the collection of existing conditions data and have begun preparing draft preferred and alternative alignments for the trail. These alignments will be presented to BPAG members either in a webinar or at the March BPAG meeting. Stakeholder input meetings will occur after the draft alignments are presented to BPAG.
- **Develop the missing link of the Ma & Pa Trail north of Baltimore:** Harford County Parks and Recreation successfully purchased the last piece of private property needed to complete the missing link of the Ma & Pa Trail in Bel Air. The county recently awarded a contract for design and the project is moving forward.
- **Develop the Cromwell Bridge Trail and link to the Towson Spokes Trail:** There was no update for this project.
- **Develop the BGE Northeast Region Trail:** A group of stakeholders led by the Rails-to-Trails Conservancy had a productive meeting with BGE regarding this trail, but no commitments have been made at this point. This trail is a part of the Baltimore Beltline, a 35-mile loop in Baltimore City. Portions of this loop on East 33rd Street and Gwynns Falls Parkway are in design.
- **Governor Frank Brown Trail:** A small portion of the trail on MacBeth Way is slated for completion this spring. Carroll County is still waiting to hear if the National Guard Readiness Center can accommodate the planned alignment of the rest of the trail. If not, the trail will have to be redesigned to avoid it.
- **Queen Anne's County Cross County Connector:** This Transportation Alternatives Funded trail project parallels route 50 in State Highway Administration right-of-way. The county is ready to resubmit trail design for final review and is hoping to go out for bid this summer, with construction commencing soon after.

BPAG members also provided updates on Transportation Alternatives Program funded projects:

- **Inner Harbor Crosswalks and Wayfinding:** The project remains in the design phase.

- **Carroll County SRTS:** The Eldersburg Elementary SRTS project is awaiting the final MOU from SHA. The town of Sykesville is reviewing the MOU and right-of-way documents for the Sykesville Middle School project.
- **Patuxent Branch Trail Paving:** Howard County is working to finalize the MOU with SHA. The NEPA process will be initiated next. No additional right-of-way acquisition is required.
- **Baltimore City Downtown Bike Network:** The project is currently in construction. The Maryland Avenue cycletrack, the largest component of the project, is nearly complete. Bike lanes on Preston, Biddle, and Monument Streets are also complete. The rest of the network should be completed by the end of the year including a cycletrack on Potomac Street, bike lanes on Madison and Centre Streets, and Jones Falls Trail enhancements.
- **Broadneck Peninsula Trail Phase II:** Design is complete. The county has signed an MOU and sent it to SHA, with construction anticipated to begin this fall.

5. ROUNDTABLE DISCUSSION

- Mr. E. Scott Hansen said that the Maryland Department of Planning is helping MDOT with mapping 2016 and 2017 Maryland Bikeways projects. These maps will be used at upcoming trail workshops in Cambridge and Hagerstown.
- Ms. Dawn Thomas stated that Anne Arundel County is looking at feasibility and right-of-way requirements for phases of the Broadneck Peninsula and South Shore trails. This includes looking at the feasibility of a connection between the Broadneck Peninsula Trail and the Baltimore & Annapolis Trail.
- Mr. Eatough shared that Bewegen will be the vendor for the bikeshare program in downtown Columbia. The system and equipment will be similar to that used by Baltimore City and may include membership compatibility with the Baltimore system. They are finalizing locations and equipment now, with seven stations anticipated to launch in late May or early June. In addition, the first annual BikeHoward open house will be held on January 28 at the Miller Branch Library. He also updated the group on B2WD activities. Rack cards promoting the May 19 event are now available. Planning and sponsorship solicitation are ongoing. He shared a sponsorship brochure and welcomed suggestions for additional sponsors. Mr. Eatough also introduced Mr. Albert Engel, who will be working on grant programs in Howard County including a recently received Maryland Bikeways grant associated with bicycle parking.
- Mr. Patrick McMahon stated that the next to last public meeting for BaltimoreLink will be held the evening of January 18. The public comment period ends February 21 and final bus route information should be complete in March. MTA has signed a contract to begin design to allow MARC passenger cars to accommodate full size bicycles. Cars will begin to be equipped this spring or summer. The existing Maryland Bikeways funding is expected to equip approximately 1/3 of the fleet with two racks each by the end of the year. MTA is also preparing to install improved bicycle parking facilities at various MARC, light rail, and metro stations. Mr. McMahon is also working with Baltimore City on a proposal to implement up to four miles of shared bus/bike lanes in addition to those already in place on Pratt and Lombard Streets.

- Ms. Molla Sarros said that the Maryland Department of the Environment alternative transportation group is interested in identifying options to improve pedestrian safety at the intersection of Washington Boulevard with Monroe Street near their offices. The group is also reviewing the BaltimoreLink proposal as it pertains to the distance between bus stops and may submit comments to MTA.
- Mr. Zach Kaufman said that the regional bicycle map project is moving forward. Several counties have completed their GIS layers while others are finishing up. The goal is to have a completed interactive map to share with local and state agencies later this winter or early spring. BPAG will hold officer nominations at the March meeting and Mr. Kaufman will e-mail BPAG members to solicit nominations. Finally, Mr. Kaufman and Ms. Regina Aris held a conference call with MDOT and SHA staff regarding the recent FHWA reduction in the number of controlling criteria for high and low-speed roadways. SHA staff said that the reduction in controlling criteria did not change the design guidance so SHA will be operating under the same flexibilities. They will have further guidance when MDOT finishes updating their complete streets and bike/ped policies. They agreed to take a look at specific situations from local jurisdictions where a design exception was not made.
- Ms. Aris shared that FHWA led a workshop at BMC in November on contemporary approaches to Transportation Demand Management (TDM). This workshop was intended to help BMC and local jurisdiction staff think about what a regional TDM program might look like. She also shared that BMC is working on an updated work program. She asked local jurisdiction members to submit proposals for regionally focused planning activities that would aid the work they are already doing.
- Ms. Caitlin Doolin stated that People for Bikes ranked the Maryland Avenue cycletrack as one of the top 10 bicycle facilities built in the U.S. in 2016. That project alone places Baltimore in the top 10 nationally for protected bicycle lane mileage. Baltimore City is also planning to launch the next 30 bikeshare stations this spring. Finally, the city, in partnership with the Rails-to-Trails Conservancy, kicked off design for a bicycle connection on 33rd street between Johns Hopkins University and Lake Montebello.
- Mr. Tony Campbell said that MDOT and SHA staff will hold two workshops and a webinar focusing on the Transportation Alternatives, Maryland Bikeways, and Recreational Trails funding programs. The in person workshops will be on March 2 and March 14 in Cambridge and Frederick, respectively. The Harriet Tubman Trail will open on March 10 in Dorchester County. Regarding pedestrian safety, the SHA Pedestrian Roadway Safety Audits program was recently restarted and will result in several audits in 2017. There is also a bill in the general assembly that pertains to the use of the hawk pedestrian beacon. The updated state bicycle map is moving through the approval process and should be completed in April. Finally, an MDTA report stated that over 300 bicyclists crossed the Hatem Bridge in 2016. Bicyclists can now cross the bridge on weekends only.
- Ms. Nokomis Ford shared that the Washington Road SRTS project is at 30% design. Carroll County staff are working on scheduling a citizen outreach meeting in association with their bicycle and pedestrian master plan. They are also working on maps and stakeholder outreach for the plan.
- Mr. Rawls stated that the Harford County bicycle and pedestrian interdepartmental team is regrouping. The team is composed of members from various county departments and is tasked

with implementing the county bicycle and pedestrian plan. A portion of route 924 in Harford County was recently resurfaced and now includes bicycle lanes.

- Mr. Sabol shared that the Maryland Highway Safety Office has grant applications opening shortly for grants relating to the emphasis areas in the SHSP. He will share additional information on the grants via e-mail after the meeting. Mr. Sabol also offered to aid any jurisdiction interested in working on a local highway safety plan.

ATTENDANCE

Members

Kwaku Duah – Annapolis
Dawn Thomas – Anne Arundel County
Caitlin Doolin – Baltimore City (Chair)
Nokomis Ford – Carroll County
Alex Rawls – Harford County (Vice Chair)
Chris Eatough – Howard County
Steve Cohoon – Queen Anne’s County
Molla Sarros – Maryland Department of the Environment
E. Scott Hansen – Maryland Department of Planning
Patrick McMahon – Maryland Transit Administration
Antonio Campbell – State Highway Administration
Anikwenze Ogbue – Public Member (Bicycle)

Staff and Guests

Regina Aris – Baltimore Metropolitan Council (BMC)
Zach Kaufman – BMC
Anthony Alston – Harford County
Lindsay Donnellon – Federal Highway Administration
Albert Engel – Howard County
Fred Lippert – Mahan Rykiel Associates
Steve Miller – Bike AAA
Marieannette Otero – SRTS National Partnership
Mike Sabol – MDOT Highway Safety Office
Amy Sametshaw – Mahan Rykiel Associates
Jessica Shearer – Wallace Montgomery